

FIRST EDITION

THE FLAMES.

Burning of the Dresden Theatre—An Exciting Scene.

A correspondent of the London Times, who was an eye-witness of the conflagration which destroyed the splendid Royal Theatre at Dresden, on the 22d of last month, gives the following description of the catastrophe.

It was about 12 o'clock when the bells of the Kreuz Kirche rang out the alarm, and I noticed a column of smoke rising from the theatre, which proceeded till it had reached home, when the news came that the Hof Theatre was on fire. I hastened to the spot in a hack, and was driven to the back of the theatre, near the garden of the Zwinger, from which the whole of that part of the building was visible. Flames were rising from the central cavity, the whole roof falling in, and the fire spreading through the windows and gaps in the wall, it had the effect of an enormous furnace, the smoke wreathing up in front in a thin veil.

At first it seemed as if the conflagration would soon subside, and this in all probability would have been the case if active exertions had been made to throw water into the building, but there was no engine at work near where I stood, but it merely sent a small stream on one portion of the left-hand wall, where a man was stationed with a bucket, and the view of saving some of the contents of the building, and a few truck loads of furniture passed as the sole resource. As we looked, the flames began to show through the windows, and a great deal of steam rose at last with a roar came a wave of flame through the window facing us, and licked the walls and roof.

This continued for nearly half an hour, till the roof fell in.

The firemen had by this time vacated their dangerous post, and the curtain wall of the building, with a round arch in the centre, fell in pieces, and with a loud crash, and the flames to a great extent, and the firemen were next to that of Paris, the handsome building for the purpose of modern times stood alone in the centre of an extensive plain.

Baron Eugene Haussmann, the Prefect of the Department of the Seine, according to a cable telegram, died suddenly at Bordeaux yesterday, of apoplexy. Georges Eugene Haussmann was born in the city of Lyons on the 27th of March 1802. After pursuing his studies at the Conservatoire de Musique, he entered upon the profession of an advocate. His success in this profession was brilliant, and he was sufficiently marked to recommend him to the Government of Louis Philippe, by which he was appointed successively Sous-Prefet of Nérac, St. Girons, and Bayle.

The revolution of 1848, instead of marring his political fortunes, advanced them, probably beyond his expectations. He gave in his resignation of the post, and became an enthusiastic supporter of Louis Napoleon for the Presidency of France, and was appointed Prefet of the Seine on the 20th of June 1852. He was then promoted to the rank of Marshal of France, and in 1853 M. Berger resigned the office of Prefet of the Seine, the Baron was appointed to fill the vacant office on the 22d of June of the same year. For the first time the opportunity was given him of making his name famous, and he seized the opportunity to secure the dynasty of the Emperor. He was then promoted to the rank of Marshal of France, and in 1853 M. Berger resigned the office of Prefet of the Seine, the Baron was appointed to fill the vacant office on the 22d of June of the same year.

On Saturday evening a thrilling adventure befell the messenger in charge of the American Express Company, on the night express train from Erie to this city. Shortly after leaving the former place he discovered that the contents of the car were on fire. The car was packed full of the usual assortment of express freight, consisting principally of dry goods and other merchandise. The fire broke out in the rear of the car, and had been passed over the top of the car. Both ends of the car were crammed with packages, only a narrow passage being left in the centre at the doors, occupied by the messenger.

The messenger's condition could not be fully ascertained. The train was travelling at a rapid rate, and the fire was spreading through the dry combustibles, fast filling the car with heat and smoke. The messenger was compelled to take the alternative of leaping from the train. To open the doors of the car would be but to admit the flames, and the train was already stifling and something must be done immediately or he must perish. Opening one of the doors of the car, he was struck by the steps of the baggage car, producing such a concussion as to alarm his occupants. The messenger was the first to get out, and he was followed by the others. The train was stopped, and the fire was extinguished. The safe was broken open, and the contents were found to be unharmed. The messenger was severely injured, and was taken to the hospital.

Another Raid—Two Men Killed, One Scalded, and Horses and Mules Driven Off.

A well-armed party of about twenty-five men, who were supposed to be members of the Philadelphia Territorial Society, set the following trap East on the 6th instant.

Yesterday morning, at daylight, about twenty-five men appeared on the mountain-top back of Atlantic City, not over a mile away, moving eastward, having several stolen horses along. The men were dressed in military uniforms, and were armed with revolvers and pistols. They fired on the man who was hauling wood for Colonel Elliott. He ran to the mill, and got the Colonel's horse to go after the Indians, who had stolen the horses. The man jumped from the horse and began firing with his three revolvers. The Indians were scattered, and the man was captured. The horses and mules were driven off, and the men were taken to the mill. The man who was hauling wood was scalded, and two men were killed. The horses and mules were driven off, and the men were taken to the mill.

Dr. Porter Defends his Administration of the Methodist Book Concern.

SECOND EDITION

LATEST BY TELEGRAPH.

Prince Arthur—The Young Gentleman Creates Popular Enthusiasm—Naval Affairs at Fortress Monroe—Encounters with the Savages—Victory for the Troops—The Travels of Colfax.

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THIRD EDITION

DOMESTIC AFFAIRS.

Illness of Admiral Farragut—Troubles with the Indians—Expected Arrival of Jeff Davis—That City in Baltimore.

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FOURTH EDITION

WASHINGTON.

The Question of Political Prejudice—Opposite Views of Butler and Wilson—Another Indian War in Progress—A Call for Troops—The Will of Secretary Rawlins.

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FIRST BULLETIN.

Office of the Evening Telegraph, Oct. 9, 1869.

A curious fact has been revealed by the publication of the returns of the British Board of Trade, which will be before our eyes in our Treasury statistics show that we bought of foreign nations nearly \$100,000,000 in gold value more than we sold to them, the returns of the British Board of Trade show that we are always a balance of trade with the United Kingdom, for the first half of the current year, the balance of trade was in our favor. If these figures are correct, and there is no reason to doubt their accuracy, they prove conclusively that Great Britain is not only our best customer in taking one-third of our entire annual sales to foreign countries, but is the most liberal customer we have in consenting to pay us a balance annually of over \$100,000,000 in currency. Inasmuch as the 'boot was always supposed to be on the other limb,' it is worth while to note the fact that the United Kingdom is the largest customer of our trading with other nations than Great Britain, to which amount of course must be added the surplus which we buy of England of \$4,000,000 in gold annually, and which is transferred to our countries.

Most mysterious element in these statistics is the quantity of gold remaining in this large amount of gold to the United States, averaging over one and a half millions weekly. We hear no accounts of the gold which we are obliged to ship in the shipment being of United States bonds to pay supposed balances against us.

Our local money market is moderately active and the quantity of gold is a little change in the rates current for loans.

Gold is rather weak this morning, and the transaction of the volume of business was light. State bonds were neglected. City bonds were unchanged, selling at 100 1/2 for the new issues; 97 was bid for the old issues.

Reading Railroad was more active and stronger, selling at 45 1/2. Pennsylvania Railroad was quiet at 50 1/2. Erie Railroad was quiet at 35 1/2. Atlantic Coast Line was quiet at 25 1/2. Chesapeake and Ohio Canal was quiet at 15 1/2. Baltimore and Annapolis was quiet at 10 1/2. Chesapeake and Delaware Canal was quiet at 8 1/2. Chesapeake and Potomac was quiet at 7 1/2. Chesapeake and Susquehanna was quiet at 6 1/2. Chesapeake and York was quiet at 5 1/2. Chesapeake and Washington was quiet at 4 1/2. Chesapeake and Alexandria was quiet at 3 1/2. Chesapeake and Annapolis was quiet at 2 1/2. Chesapeake and Baltimore was quiet at 1 1/2. Chesapeake and Philadelphia was quiet at 1 1/2. Chesapeake and New York was quiet at 1 1/2. Chesapeake and London was quiet at 1 1/2. Chesapeake and Paris was quiet at 1 1/2. Chesapeake and Rome was quiet at 1 1/2. Chesapeake and Constantinople was quiet at 1 1/2. Chesapeake and Calcutta was quiet at 1 1/2. Chesapeake and Bombay was quiet at 1 1/2. 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